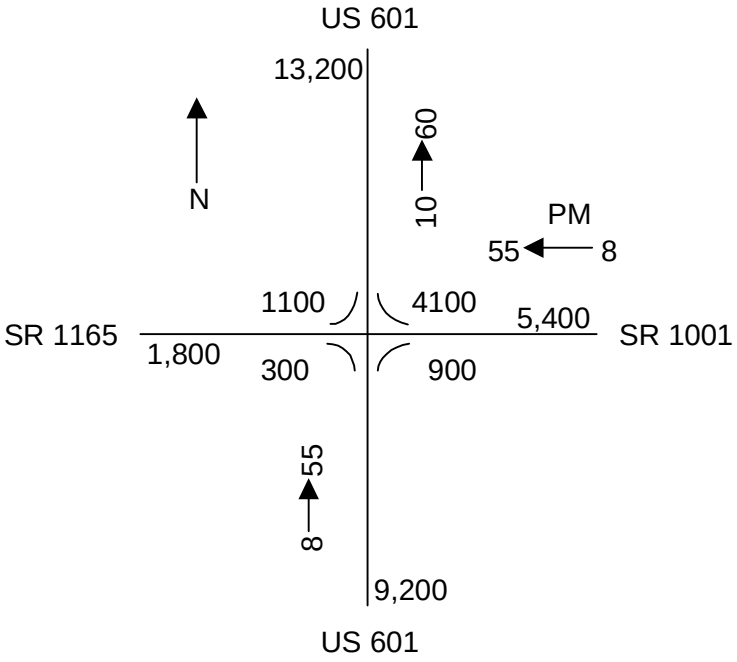
# Traffic Breakout

## Introduction

It is important to understand the methodology of traffic breakouts. Typically, the analysis requires the traffic volumes to be in "peak hour" form rather than AADT.

## Step By Step Procedure

1. Isolate the intersection and sketch the relevant information. In this case we will analyze the US 601/SR 1165/SR 1001 intersection. It is important to note that volumes shown are considered <u>two-way</u> if *no arrows* are shown or *two-way arrows* are shown. If the volumes are shown as one-way, then the volumes will need to be doubled before this procedure is followed. The volumes shown are two-way, ADT volumes. Reduce these volumes to AM and PM peak hour volumes.
2. 


3. Write the movement and follow steps below to determine peak hour volume. If you are using the **traffic3.xls** spreadsheet, you must understand what "inbound/outbound" means. Looking at the isolated intersection, if the directional arrow points into the intersection, it is inbound. If the directional arrow points away from the intersection, it is outbound.

| AM Peak | | | | | | PM Peak | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| NB | L | 300 | (.08) | (.45) | = 11 | NB | L | 300 | (.08) | (.55) | = 13 |
| | T | 8000 | (.08) | (.45) | = 288 | | T | 8000 | (.08) | (.55) | = 352 |
| | R | 900 | (.08) | (.45) | = 32 | | R | 900 | (.08) | (.55) | = 40 |
| SB | L | 4100 | (.10) | (.60) | = 246 | SB | L | 4100 | (.10) | (.40) | = 164 |
| | T | 8000 | (.10) | (.60) | = 480 | | T | 8000 | (.10) | (.40) | = 320 |
| | R | 1100 | (.10) | (.60) | = 66 | | R | 1100 | (.10) | (.40) | = 44 |
| EB | L | 1100 | (.08) | (.55) | = 48 | EB | L | 1100 | (.08) | (.45) | = 40 |
| | T | 400 | (.08) | (.55) | = 18 | | T | 400 | (.08) | (.45) | = 14 |
| | R | 300 | (.08) | (.55) | = 13 | | R | 300 | (.08) | (.45) | = 11 |
| WB | L | 900 | (.08) | (.45) | = 32 | WB | L | 900 | (.08) | (.55) | = 40 |
| | T | 400 | (.08) | (.45) | = 14 | | T | 400 | (.08) | (.55) | = 18 |
| | R | 4100 | (.08) | (.45) | = 148 | | R | 4100 | (.08) | (.55) | = 180 |

Other Concerns:

- The statement made about dividing the Truck Percentages in half is correct. The same would hold true for the ramps at the interchanges. Take the truck percentages upstream of the ramp and divide those by half. It would be safe to use those at the turning movements at the ramp terminus
- It would be correct to use the 2025 traffic volumes provided by the Traffic Forecasting Unit. There is no need to interpolate back to the 2021 volumes.